

# The National Falcon News

FEBRUARY 2017

THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

KELLEHER MOTOR COMPANY



1965 Falcon Futura  
Scott Zimmerman  
Ellensburg, Washington

## ON THE COVER

**1965 Futura Futura owned by Scott Zimmerman of Ellensburg, Washington**

Scott Zimmerman (FCA #15832) and his brother Cory (FCA #15358) have reclaimed a bit of their youth by finding some of the Falcons from their past. Their story is told on page 16. The cover photo was taken in front of the old building of Kelleher Motor Company in Ellensburg, Washington.

## CALENDAR OF EVENTS

**MARCH 24-25, 2017****NINTH ANNUAL SOUTHERN COAST REGIONAL  
PENSACOLA, FLORIDA**

Hosted by Southern Coast Chapter.  
Registration form is at [falconclub.com](http://falconclub.com).

**APRIL 21-22, 2017****LOUISIANA REGIONAL  
GONZALES, LOUISIANA**

Hosted by Bon Temps Chapter.  
Registration form is at [falconclub.com](http://falconclub.com).

**MAY 12-13, 2017****“VIRGINIA IS FOR FALCON LOVERS” REGIONAL  
MIDLTHIAN, VIRGINIA**

Hosted by Virginia Chapter.  
Use form in this issue to register.

**JULY 12-15, 2017****2017 NATIONAL CONVENTION  
SACRAMENTO, CALIFORNIA**

Hosted by Pacific Region Chapters  
of the Falcon Club of America.

Use form in this issue or register online at [westcoastfalcons.com/vent/2017-falcon-club-of-america-national-convention/](http://westcoastfalcons.com/vent/2017-falcon-club-of-america-national-convention/).

Please send your FCA event information to  
[fca.editor@yahoo.com](mailto:fca.editor@yahoo.com) and [admin@falconclub.com](mailto:admin@falconclub.com).

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Visit [Falconclub.com](http://Falconclub.com) and use password imFCAiwi! to access technical articles.

The  
**National Falcon** News  
 THE MONTHLY MAGAZINE OF THE FALCON CLUB OF AMERICA

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the Falcon automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$30. (\$35 for Western Hemisphere, \$45 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be emailed to [fca.editor@yahoo.com](mailto:fca.editor@yahoo.com) or mailed to Editor Janet Wilkerson, 22806 Bradford Ln. Ct., Blue Springs, MO 64015.

## PRESIDENT'S MESSAGE



Cliff McKay  
FCA President

Many of our beloved Falcons are now stored away during the chilly hold of yet another winter. I hope we've all been able to get around and have some fun with our local FCA chapter friends, eat some winter chili or participate in some other winter favorite pastimes. Hey, we had best also remember to be extra sweet this month toward our significant others. Maybe a well deserved special treat is in order for putting up with us.

In my home chapter our favorite slogan is "If you feed us, we will come." I don't think that idea is too different from many other chapters. Many do winter garage meets (with food of course) or even chapter projects for members who may not be able to take on a major project of their own. I think this is one of the greatest things we as a club can do for someone, whether an FCA member or not. If your local chapter performs a special project, it would make a great story to send to Janet for our magazine. Please take some good photos, write a brief story, and submit it to [fca.editor@yahoo.com](mailto:fca.editor@yahoo.com).

It is never too early to start thinking about prepping your ride for a run to a Regional or the National Meet later this year. Make a list of things to take and things to do or see on the way. Or, make a wish list of things to be on the lookout for in the swap area. Find out what other chapter members might be interested in cruisin' together. Migrating as a flock can be a fun way to go to these events, especially if the cars have two-way radios; just beware of karaoke singers!

If you have any specific ideas for items you might like to see in the FCA store at this year's Nationals, please let the store ladies know early enough for them to consider your request.

*"So many of our chapters do winter garage meets or even chapter projects for some of our members who may not be able to take on a major project of their own."*

Please keep in mind that we have to place orders months in advance for our inventory to be produced and delivered.

Speaking of the Nationals, I strongly encourage early registration. At this time of writing, The Lions Gate Hotel currently has no vacancies for the 2017 Meet. This condition could change due to cancellations. However, hotel rooms are still available at the Crowne Plaza Hotel. Personally I strongly recommend dialing the hotel number directly for reservations. These early actions assist the chapters sponsoring these events with funding through event reservations and give us extra clout with the event hotel management. If you have not yet done so, please check out the 2017 Nationals website, take a look at what California and the Sacramento area have to offer.

I would again like to mention the new advertisement business card size ads we are offering in our magazine and request that you mention it around to your local vendors. Remember too that donations by our members and chapters are always very helpful to those hosting our regional and national events. For that I say thank you to each and every one of you!

Stay safe as we all look forward to a warm spring and have fun working on your projects as your weather permits. For those who can, enjoy a late winter cruise in your Falcons. Always remember to include youngsters in your plans for a car show or two this year. Be willing to lend a hand to help them get into a Falcon of their own.

—Cliff McKay (FCA #7987)  
Peck, Kansas

# Mid America Chapter Hosts All Ford Show



As you can see by this photo montage, a sunny June 2016 day brought out all colors, makes and models of Fords to the annual All Ford Show at Olathe Ford in Olathe, Kansas. FCA's Mid America Chapter was the year's host and Falcon owners represented quite well.

Dash plaques were given to the first 100 entries and award plaques to the top 25 cars. In addition, awards were presented for Best of Show, Best Ford Engine, Best Interior, Best Paint and Graphics, Longest Distance Driven, Best Non-Ford Powered Ford.

Proceeds of the event were given to benefit Ronald McDonald House Charities of Kansas City.





# 1963 FALCON CONVERTIBLE QUARTER WINDOW REPAIR

The following is a detailed description of a method of removing and repairing the rear quarter windows of a 1963 Falcon convertible. It is probable that these directions also apply to the 1963 Falcon hardtop. By following the procedure outlined below, you should be able to repair both quarter windows in less than four hours. You should read these directions all the way through before beginning. Do only one side at a time so you have a reference in case of problems.

## Tools and Materials Required

- Window handle clip removal tool
- Two feet of strong wire with a small hook at one end
- Two screwdrivers, about 12- and 18-inch blade length
- Pliers
- Lubriplate or other non-hardening grease
- Four window rollers per window  
(I recommend using Mustang rollers.)

## Quarter Window Removal

- Put the top down all the way.
- Lower the window all the way.
- Remove rear seat and all interior side panels and trim.
- Remove the plastic lining that should be under the side panels. Be careful, you will need it later.
- Remove the pin from the bottom of the hydraulic top cylinder.
- Remove four half-inch inch bolts that hold two stops to the bottom of the window.
- Remove the stops.
- Roll the window all the way up.
- Using the wire with the hook on it, reach down the inside of the window and pull the spring clips from the two rollers that are in slots in the bottom of the window frame.
- Roll the window down about one inch.
- Using a long screwdriver, spring the window regulator arms back until the pins slide out of the rollers (if a roller is broken just spring it out of the window slot). Pull up on the window to get the rollers below the roller slots.
- Rotate window, back end down, to about 45 degrees. Continue springing the arms out of the way as necessary.

- Pull the window up out of its slot. More springing of the arms will be necessary. The large hole in the interior panel, to the rear of the window handle, is helpful here.

## Regulator Removal

- Put the regulator in about the center of its travel.
- Remove four one-half inch bolts that hold the regulator in place.
- Using the hooked wire, reach into the window slot and pull the spring clip out of the roller in the lower regulator arm.
- Using a long screwdriver, spring the pin out of the roller in the lower arm.
- Pull the regulator down and out the large hole in the inner panel.
- The quarters have a 60 year accumulation of dirt and leaves in them that will hold water and promote rust. Remove the old rollers and clips and vacuum the interior thoroughly. Use a screwdriver to scrape and chip paint and loose undercoating and vacuum again. Clean and paint as needed.

## Regulator Installation

- Lubriplate all three roller pins on the regulator mechanism.
- Lubriplate gear teeth and sides where rubbing has occurred.
- Install roller on lower pin. This is the one that points toward the center of the car when the regulator is in its correct position.
- Set regulator gear at about three-quarter, with the short end of the gear to the back.
- Push regulator up into quarter and put the one previously-installed roller into the back end of the lower track. This track curves from about the center of the window out of sight toward the back of the car. This not hard, but is tricky. I find it works best to lean over the quarter from the outside, head down.
- Move regulator around until the handle knob comes through its hole. The roller will fall out of the track that it was put into in the previous step the first time you try this. This is the most frustrating step in the entire process.
- Re-install the four regulator mounting bolts.

### Quarter Window Installation

- Lubriplate the roller pin on the bottom of the window frame.
- Install the roller on the pin.
- Slide rollers into slots in the bottom of the window frame, making sure the clips are toward the inside of the car.
- Hold the window at about 45 degrees, back end down, and lower it into the window slot, putting the roller that is attached to the window frame into its slot.
- Rotate the window into its normal position, using screwdrivers to spring the arms out of the way as necessary.
- Use screwdrivers to spring the arms back and to move the rollers into position, then put the roller pins into the rollers. Pry the pins into the rollers until they lock. If the front roller fell out of its slot during the previous step, it can be put back in through the large hole in the inner panel.
- Use a screwdriver to pry gently between the window frame and the arm to make sure the roller is locked on.
- Check out the window operation, roll it all the way up and down a couple of times. If it works OK proceed.
- Roll the window all the way down and re-install the two stops on the bottom of the frame, using four one-half inch bolts.
- Replace the plastic liner; it is very important in keeping water off the inside of the trim panels. If the old liner is torn replace it. My plater returns newly plated bumpers, etc., wrapped in heavy plastic that is perfect for this use. If the sticky stuff that holds this plastic in place is gone or dirty scrape it off and use silicon seal cement.
- Re-install the pin in the bottom of the hydraulic cylinder.
- Re-install side panels, trim and rear seat.

—Continued on page 11

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*By Sid Gesh*



## *The Gesh Quest for a Falcon Sprint*

I have wanted a Falcon Sprint ever since my high school days. The parents of my high school best friend bought him a brand new 1964 Sprint for his 16th birthday. The car was white with a black interior, 260 V8, factory four speed with dash-mounted tach, bucket seats, and console. Boy did I love that car. In fact, my friend would often let me borrow the car to pick up my girlfriend from Junior High School. It worked; she is now my wife of 48 years.

As most of you know the Falcon Sprint was a limited production car that was only produced for three years, 1963, 1964, and 1965. In my earlier years, when the cars were somewhat available, I couldn't afford one. When I reached the point in my life when I could own a classic car, I couldn't find one that was in any kind of shape.

I gave up on acquiring a Sprint and set about to restore two other Fords—a 1951 Ford coupe followed by a 1967 Ford Mustang.

We live in Reno, Nevada, the home of one of the largest classic car shows in the country—Hot August Nights. Every year I visited the various venues during

the week-long celebration and attended the many classic car cruises and displays—always looking for a Sprint. I only spotted a couple of them over the years and the owners were not willing to part with them.

After forty years of looking for a Sprint I had all but given up and had settled on our 1967 Mustang as our classic car. One summer day in 2002 I rode



my motorcycle up to Virginia City to enjoy the beautiful day. I was almost out of gas when I pulled into the one and only gas station on the north end of town. While fueling my bike, I noticed the back end of a '64 or '65 Falcon sticking out past the end of the station garage. Curious if it just might be a Sprint, I walked past the end of the garage and, low and behold, there sat a yellow 1964 Sprint. Not only was it a Sprint, but a Sprint convertible with a "FOR SALE" sign in the window. I asked the service station owner if I could get the car up on his lift to check for frame or body damage and rust. To my surprise, the car was in incredible shape with no rust. Later I learned that the Sprint had lived its life in the dry air of Nevada. That Sprint was in my garage the next day!

According to documentation I found with the car, the Sprint had been completely restored in 1996. I learned that shortly thereafter, the car was sold to a gentleman who gave it to his 16 year old son as his first car. You can imagine the rest of that story. Everything mechanical was shot as the result of hot rodding—the engine, transmission, clutch, and rear end. While these mechanical problems weren't a good thing, all the required repairs allowed me to purchase the car for a reasonable price. On the positive side, the body only had a few dings, the paint was OK, and the interior was in good shape.

We sold our 1967 Mustang and used the proceeds to fund the restoration of our Sprint. Major improvements to the car included an engine rebuild, transmission overhaul, rear end rebuild, brake system overhaul with front disk brakes, new gas tank,



hydraulic clutch, power steering, new convertible top with pump, custom dual exhaust, new wiring harness, new carpeting, and sound system with amplifier in the trunk. We have restored the Sprint to almost original condition. To the best of my knowledge the car has its original 260 Challenger V8 and factory four-speed transmission. The center console has been replaced with a console from a 1963 Sprint; I believe it looks better and I was able to incorporate cup holders into the front of it without them being noticeable. The stereo radio is a factory-looking reproduction with a CD installed in the glove box.

Today I enjoy cruising around Reno with that girlfriend I picked up from Sparks Junior High. We grew up in the Reno area and once again we cruise the streets in a Sprint with the top down, listening to oldies on the stereo. Life is good!

With no Falcon Club chapter here in Reno, we have remained a member of the Reno Mustang Car Club and hang with them. After all, the Falcon is the father of the Mustang. Our Sprint has become somewhat of a celebrity in the RMCC club and gathers lots of attention when we attend local car shows and club functions. I am hoping that Falcon owners reading this article will contact me with the idea of getting together and possibly starting a Northern Nevada chapter of the Falcon Club of America.



—Albert (Sid) Gesh (FCA #13436)  
Reno, Nevada  
agesh@aol.com | 775-852-2126



## Kathryn (Kathy) Nenninger (FCA #6563)

Longtime Northeast Falcon Club member Kathy Nenninger of Cromwell, Connecticut passed away peacefully on Monday, January 2, 2017 with her loving husband Gary by her side. Kathy served as Secretary for the Chapter for several years until health concerns caused her to step down while she worked with doctors to discover a diagnosis to her symptoms. The doctors diagnosed Kathy with Amyotrophic Lateral Sclerosis (ALS) early in 2016. She worked hard to stay as active as possible for as long as she was able.

Kathy was a good friend to so many of us. Rick and I were proud to call her our friend. We had many fun adventures traveling to Falcon Nationals. Even when Kathy and Gary weren't able to join us on our adventures, they were on the other end of the phone getting updates. She and Gary were the first ones we called when we decided to host the National Show in Rhode Island. They were quick to come on board and helped every step of the way.

Kathy was also an accomplished seamstress and loved making quilts for her friends and family. On one of my visits she made sure to have me see her beautiful quilted wall hanging displayed proudly in her home entryway. I believe it was one of the last that she was able to complete. Donations in her name may be made to Hospital for Special Care, c/o ALS Clinic Fund, 2150 Corbin Ave., New Britain, CT 06054.

— Rick & Cris Bowes  
Northeast Chapter

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## Debbie Honeycutt (FCA #14733)

Mrs. Debbie Crisco Honeycutt, 57, of Concord, North Carolina passed away after a tragic auto accident on Monday, December 19, 2016.

Debbie was employed with Ortho Carolina Spine Center in Charlotte and loved all things beach. She was a true sand and surf, beach music kind of girl.

She and her husband Tony were members of the Carolinas Chapter Falcon Club of America and the Carolinas Paint Horse Club. She enjoyed working in her flower gardens as well as her vegetable garden and canning.

Family was first and foremost in Debbie's life and she loved spending time with them, whether it was a vacation, a cruise or family get together. She will be dearly missed by so many people who knew and loved her.

— Mary Lynne Baxter  
Carolinas Chapter

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## 1963 FALCON CONVERTIBLE QUARTER WINDOW REPAIR

—Continued from page 7

### Additional Hints

- Put in all new rollers. The old ones are brittle and hard to get to. If the old rollers look good and you want to re-use them save them for use on the door windows which are easier to replace.
- If the battery is out of your convertible, or it is too far apart to hook up a battery, you can operate the top by using a battery charger. Connect the positive terminal to the top fuse at the starter solenoid and the negative terminal to ground. Then use the top switch as usual. It is slow and pops the circuit breaker in the charger a few times; eventually it worked on mine.

—Glenn D. Harris  
Toledo, Oregon

Glenn Harris (FCA #14223) currently has a restored 1963 Falcon hardtop. He has also restored three Falcon convertibles—two 1963½ Sprints and one 1963 Futura.

# Launching The Red Rocket



*The Red Rocket fresh from Billy's shop waiting to be unloaded at my shop.*

## The Back Story

This begins a series of articles chronicling the launching (or relaunching) of my 1965 Falcon. I thought that I would begin with the car's interesting back story.

In 2008 I was attending a Fall Regional hosted by the Carolinas Chapter. One of the cars at the show was a two door post in red with a white top. It was fresh from a restoration and the car looked great. I vowed one day to have a red and white Falcon.

The years rolled by, Falcons came and went, but I had no luck finding my red Falcon. Finally, one day in the spring of 2015, a factory red and white 1965 two door post showed up on the Jacksonville, Florida Craigslist. The price was a little high for the condition of the car so I decided to wait the seller out. In the meantime, I discussed the car with fellow Heart of Texas Chapter members Frank Bell and Billy Pope. Billy was also looking for a Falcon, and he mistook my letting the seller "marinate" for awhile as a lack of interest in the car. Before I knew it, Billy bought the car and was on his way to Jacksonville to pick it up.

After returning to Texas, Billy worked diligently to prepare the car for a road trip to the 2015 FCA

Nationals in Rhode Island. Billy came oh so close to making it, but in the end, decided the car was just not ready for that long of a journey.

A few weeks later Frank, Billy, and I were at a car show when Frank received a telephone call from Chris Sword of the Founders Chapter. The story gets a little complicated at this point. Chris had bought a very nice Sedan Delivery and was negotiating the sale of the car to Wheatstate Chapter's John Saidon. Rather than buy the Sedan Delivery outright, John wanted to trade a 1969 Galaxie and a 1964 Falcon Woody for the Sedan Delivery. Chris called Frank to ask if he was interested in buying either the Galaxie or the Woody. Frank had seen the Galaxie and had previously expressed an interest in it. Frank also knew the Woody well as Frank had owned the Woody for several years but sold it to Chris who sold it to John. Keeping up? Hang in there; there's still more.

Some you may know the Woody which originally came out of Charlotte and had previously been owned by Steve Springer, who sold it to Bernard Lebo. Dennis Lebo obtained the Woody when his father passed, then sold it to Frank.

## A Series by Jeff Schira

Back at the car show Billy, Frank and I talked over the advantages of owning a station wagon for cross country journeys, such as Billy's aborted trip to Rhode Island. Billy eventually saw the light, but he already owned the 1965 two door post. He had christened the car *The Red Rocket* and felt he did not have room for the Woody. Similarly, Frank wanted the Galaxie, but his garage was full. After several rounds of negotiations, I agreed to buy both the Woody and the Galaxie. The Galaxie eventually was sold to Frank, after he had a chance to sell one of his other cars. Billy agreed to trade me *The Red Rocket* for the Woody.

The deal done, Frank, Billy and I hooked up our trailers, gassed up our trucks and headed to Wichita one nice weekend in September 2015. We spent a pleasant Saturday afternoon talking and loading cars. Early Sunday morning, we headed back to Texas via Sooner State Chapter member Doug Browning's place near Oklahoma City. The stop was for me to pick up a 200 CID engine that Doug had taken out of a 1968 Falcon. Billy had rebuilt the motor in *The Red Rocket* and I had agreed to let him take that motor out of it and keep it for himself. As a result, I needed a motor, and Doug had a motor to sell.



*The Red Rocket* is a factory JM car.

The next stop was Billy's place in Fort Worth where we dropped off the Woody and the motor and picked up *The Red Rocket*. Then we headed back to my shop to unload the Galaxie and *The Red Rocket*.

Unfortunately for *The Red Rocket*, I already had a 1963 Falcon convertible and a 1964 Falcon hardtop in the restoration queue, so it had to wait until March 2016 for disassembling and delivery to the painter. *The Red Rocket* launch was further delayed when the painter got backed up and did not finish the car until September 2016.

When the assembly process commenced, I began to chronicle the work of putting *The Red Rocket* together and then getting it back on the road. In future articles, I will explain some of that process.

—Jeff Schira (FCA #6235)  
Arlington, Texas

COMING NEXT IN THE SERIES: *Working on the Front End*



*The Red Rocket*, back from the painter all buffed and polished, waiting on re-assembly.

## FALCONS FOR SALE



1961 Sedan Delivery drag car, 500 cubic inch big block Ford, Dominator carb, Trick Flow Specialty Heads and intake, built by Johnny Arnold of Arnold Racing Engines, Pensacola Florida and recently freshened by Mike Kennedy, Racing Engine Development, Inc., Trinity, NC. Mild steel chassis built by RooMan (Keith Burgan) in Indianapolis, IN. Best times are 8.80 in the 1/4 and 5.50s in the 1/8. Car comes with two extra complete third members (4.30 and 4.86), a spare top sportsman powerglide trans., and custom built engine stand. Lemon ice paint, all steel except hood, hood scoop, and front and rear bumpers.

Onboard fire extinguisher, funny car roll cage, fuel cell and has previously been certified and passes inspection each time. Car is extremely well-built with top-flight equipment and meticulously maintained. Car is titled and ready to go. For additional photos and info., please look at my website, [tweettrevenge.com](http://tweettrevenge.com). Many Falcon Club members may remember the car from the National Falcon Convention held in Indianapolis when I ran an exhibition race with Dick Estevez and the Daddy Warbucks Falcon. See *The Falcon News*, May 2007. \$46,000 OBO. David Weich, [dweich@carolina.rr.com](mailto:dweich@carolina.rr.com) or 704-829-5435. NC. 161112



1962 Ranchero, rebuilt 302 V8, rebuilt C4. Mustang II front end, sub frame connectors, headers with dual exhaust, and front disc brakes with dual master cylinder. Many new parts and fresh clear coat paint. \$14,795. Don Quaintance, [cdq4795@comcast.net](mailto:cdq4795@comcast.net), 520-743-7250, Tucson AZ. 170212



1962 Falcon wagon for sale. Want to sell whole, as is. Many good parts. Could be restored. NO REASONABLE offer refused. Donna Card, 207-740-7015, [dlcard55@gmail.com](mailto:dlcard55@gmail.com). ME. 170110

1964 Falcon Sprint convertible, red on red with new black top. 260 V8, dual exhaust, four speed, bucket seats, original interior. Sprint tach, AM radio, power steering, factory air. Four new red line tires with new sticker spare. Completely rust free. First Place winner at Dover and Dearborn Nationals. READY TO SHOW! \$35,000 OBO. Dick Gutermuth, 410-557-4525. MD. 161209 1965 Ranchero, new red paint, new upholstery, chrome on bed, new brakes, runs good, \$4000. 1965 Mercury Caliente, disassembled and ready to paint. New floor pans, nice body, no dents, one owner, \$3,500. Robert, 806-683-3550. TX. 170117



1964 Ford Falcon Club Wagon Station Bus window van. Originally a California vehicle which is in nice solid condition with very minor rust issues. The van has a 170 cubic inch engine with a C4 automatic transmission. The van is an original factory built automatic vehicle and not a conversion. It has a refurbished steering box and a rebuilt front axle that has new king pins. It has a Petronix electronic ignition and it has been converted over to the Ford style alternator charging system. The van runs and drives. Will Sell for \$5,000. Bob Karpenko, [GreedyMite@Hotmail.com](mailto:GreedyMite@Hotmail.com), 716-735-7547. If no answer, leave a message and a good time to return the call. Middleport, NY. 161115

1965 Ranchero, 170 engine, three speed column, new upholstery, new red paint, new interior, runs good. Price reduced, \$3500. 1965 Mercury Comet Caliente taken apart, nice body, ready to paint, new floor pans, new carpet, three speed column with extra automatic transmission column, \$3,500. Bob, 806-683-3550. TX. 170210

1965 Futura hardtop, \$1,200. 1965 Sprint with hood scoop \$3,000. 1965 Futura hardtop, \$800. 1965 Futura convertible, four speed, \$2,000. 1964 Futura hardtop bare body in primer on rolling chassis, \$4,000. 1964 convertible parts car, \$500. 1964 Futura convertible, \$1,500. 1964 Futura convertible, \$1,000. 1964 Sprint 289 V-8 with headers and floor shifter, \$2,500. 1964 Futura hardtop with Comet dash and 302 V-8 three speed, \$2,500. 1963 Deluxe station wagon, \$2,500. JL Branson, 4097 Hwy T, Marthasville, MO 63357, 636-228-4501 or jlbranson@mail.win.org.



1965 Squire Wagon four door, V8, four barrel, three speed manual on column. Light blue exterior, two tone blue interior. New carpet and new upholstery. Power tailgate, luggage rack and wind deflectors. New shocks, brakes, tires, carb, and muffler. Original miles 134,500 with only 8,000 on new motor. Asking \$6,500. Shown at the 2016 FCA Nationals. Call Robert at 417-298-7852 or crowfarm52@yahoo.com. MO. 161120

## CAR WANTED



I'm interested in finding out if the 1963 Sprint hardtop with vinyl roof from the cover of the "Falcon for '63" brochure exists. If you own one or know someone who does, call or email John at 408-628-7397 or jlissandrello@msn.com. CA. 170202

## PARTS FOR SALE

1965 Falcon 200 L6, 1964 Falcon two speed automatic transmission, driveline, rear end, Falcon 14 gallon gas tank, and torque converter. Prefer to sell all together but will sell separately. Pick up only; \$1,000 for all of it. Call Ryan at 757-817-4278 or email stardiero75@gmail.com. Bremerton, WA. 170104

1960 NOS Falcon grille, \$199. 1963/1964/1965 NOS Falcon grilles and headlight assembly, \$1,599. 1964/1965 Falcon Sprint California air cleaner with PCV tube on top of air cleaner, \$499. 1964/1965 Falcon/Comet hardtop, Ranchero, Wagon, new gold carpets, front and back, \$119. 1964/1965 Falcon taillight buckets in good condition, \$45. 1963 Falcon front fender spears in good condition, \$100. 1963 Falcon fender top ornaments, \$100. 1963 Falcon radio delete, \$195. 1964 Falcon radio delete,

—Continued on page 18

### FALCON UPHOLSTERY

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# All in the Family —

*The Zimmerman Brothers reclaim*



**A**s we go through life, we have many dreams and sometimes, a few regrets. My biggest regrets come from the cars I have sold; the first car was a 1965 Falcon Futura two door hardtop and then later, a 1961 Ford Galaxie Starliner. I had originally bought the Galaxie from my dad. For my youngest brother, Cory (FCA #15358), his regret was not being in a position —and a day late—to buy a 1965 Sprint from our father. Additionally, there was one more Falcon we both miss—the 1964 Sprint we had while we were in high school.

**1965 Futura** Originally sold in Walla Walla, Washington in October, 1965, the Futura was vintage burgundy in color with a light tan interior and a black vinyl top. We bought the car in 1982 after our mother spotted it broken down at a gas station in Spokane, Washington. This car was in the best condition of the three and was a daily driver for me for six years in high school and college. It had roughly 155,000 miles on it, was missing a bolt on a valve cover and had really loose steering and front suspension issues. It never let me down and I loved it. Everyone

By Scott Zimmerman

# A Rerun

*a bit of their Falcon past*



in high school was driving pickups or late 70s or early 80s Camaros, Trans Ams, or 4x4 pickups. My car was different and I was proud of that.

**1964 Sprint** Too many years have gone by to remember the details accurately, but the 1964 Sprint came to us with its original honey gold color and tan interior. It was repainted and freshened up a little before being sold.

*—Continued on page 20*



## CLASSIFIED ADVERTISING

—Continued from page 15

\$195. 1963 NOS Falcon exhaust bracket, part #C3DZ-5260-A, \$55. 1962/1963 NOS cowl wop, \$275. 1965 NOS Falcon Ranchero/Station Wagon Deluxe gas cap, \$229. 1963/1964/1965 Falcon/Comet four speed shifter, \$195. 1964/1965 Falcon/Comet top loader shifter box with linkage, \$355. 1963 Falcon hood ornament, re-chromed, \$199. 1963 Falcon hood ornament, black wrinkle powder coated, \$155. 1963/1964/1965 Falcon six cylinder valve cover, black wrinkle powder coated, \$140. 1964/1965 Falcon AC under dash unit with brackets, condenser, dryer, filter, \$599. Free 1962 Falcon/Comet two door sedan side window glass, both sides; you pay shipping. More NOS and used Falcon parts available. Vic Falcone, 518-355-7756 or vfalcon64@aol.com. NY. 170213

Two speed auto transmission out of a 1962, six cylinder Falcon, \$125. Four red/white/blue hubcaps in good condition, \$15 each. Used torque converter from 1974, C4, 302 cubic inches, \$40. Contact Ed at egreene40@yahoo.com or 401-741-1181. RI.

1963, '64, '65 Sprint and Futura front doors and rear side glass and frames; also rear glass and windshield. Chrome for 1963/64/65 Ranchero and cars, four speed transmission and linkage. 1963, '64, '65 taillights and buckets, power steering setup, automatic and standard transmissions. 1964 or 1965 Falcon or Mercury power tailgate. Too much to list. Robert, 806-683-3550. TX. 170117

1966–70 Falcon wagon tailgate cranks with keys, single action gate, good used to NOS, \$165 to \$300; 1966–70 Sport Coupe vinyl top trim two pieces, rare, good driver quality, \$125 for the set; Econoline horn buttons, \$35 each (only one left). 1964–65 horn buttons, nice chrome, \$25–30 each; 1963 taillight lens, one pair with back-ups, Glo-Brite, NORS, \$80 for the pair. NOS parklight lens in pairs, 1960: \$40; 1962–63: clear, \$40; amber, \$25; 1966–67, \$75. 1964 Futura horn rings, driver quality to very nice, \$60–\$175; 1963–64 Sprint horn ring, nice driver quality, \$60; 1964 NOS taillight lens, no backups, \$80 a pair; with back-ups, \$200 per pair. 1970½ Falcon dash cluster complete, \$100, shows 28K miles; 1960–63 Comet dash clusters, one early, one late, very nice chrome, \$195; 1962–63 Futura 13" wheel covers, \$40–\$100; 1962 Futura front fender spears, good driver quality chrome, \$300 per pair; 1963 Futura/Sprint front fender spears (only one left), good driver quality, \$100. New six cylinder header set, fits a 1966–70 engine bay, \$395; four bbl manifolds OEM Ford, C6OE, \$125 (two), C4OE \$395; 1964–65 Squire trim: four complete doors, two complete quarter panel trim, one RF fender trim, one excellent steel Squire fender; no tailgate trim, \$495 for all. We have a 30+ year collection of Falcon and Comet parts; please call/email with your needs. Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964 or visit us at www.kelloggsgarage.com. CO. 170209

Really nice grille for 1965 Mercury Caliente, \$350. Power tailgate with window for 1964–65 Comet or Falcon, \$300. Nice 1963 Falcon console, red sides, \$300. 1965 Falcon grille, \$300. 1964–65 Ranchero bed chrome, plus lots more chrome for Falcons. Transmissions, four speed, top and side loader, also linkage, five and six bolt bell housings. Many more parts. Bob, 806-683-3550. TX. 170210

All NOS: C2DZ-17696-A Falcon outside mirror, \$100; mirror with water stain on Falcon emblem, \$75. Ford 260 V-8 emblem in box, \$65; C2DZ-10883-A temperature gauge, \$50. Six cylinder original Ford rocker shafts, \$45 each. C6DZ-6206081-A glove compartment lock and keys, fits 1964–65 Falcon and Mustang, \$65; C7DZ-15052-A cigarette lighter, excellent chrome, \$50. C3DZ-13208-A parking light lens, amber, \$30 pair, two sets, fit Fairlane and Falcon. Original Ford left and right door handle pads, four pieces, fit 1960–65 Falcon, \$25. All prices plus shipping. John Simone, 413-527-8502. MA. 170108

1965 289 Hi Po aluminum water pump: cast #C5AE-8505D, \$400. 1965 289: crankshaft \$150; eight connecting rods cast #C3AE \$100; valve covers, \$60; 2V intake cast #C5AE-9425D, \$75; 1966 289 heads cast #C6OE, date codes 5F10 and 5H17, \$200. 289/260 Falcon exhaust manifolds, \$100. 1965–66 two bbl set up: intake cast #C6OE-9425-A, date 5E4; carb cast #C5ZF B; pvc system, thermostat housing, carb spacer, fittings, engine tag etc. \$250. 1968 302 4V J code intake manifold cast #C8ZE-9425-A, date 8A31, carb spacer, pvc system, coil bracket, thermostat housing, fittings, etc., \$300 for all. 1968 302 4V J code high compression heads: cast #C8OE, \$500. 1968 302 4V J code valve covers with brackets and oil fill/pvc cap, \$75. 1970 302 block, clearance for 347 stroker, ARP main cap bolts, \$250. 347 stroker kit, \$1,200. 1995 302 heads, cast #E7TE, dates 4K22 & 4L12, one pair \$150. 1995 351W heads, cast #E7TE, dates 5B15 and 5B17, one pair \$150. 1968–70 428 CJ parts and 429 CJ parts. New AFR competition aluminum heads, part #1450, 205cc, 58cc combustion chambers, for small block, \$2,050. Keith Litteken 314-480-2556 or kslitteken@aol.com. MO. 170202

1963 convertible hood and three fenders, \$100 all, grille, \$75. Two taillight assemblies, \$50; radiator, \$25. Two blue door panels with speaker cut-outs, \$25; blue dash pad, \$25. Dark blue molded carpet kit, \$25; front bumper valance, \$10; rear bumper, \$25. I have pictures. Mark, 508-280-8046, wecamp1@comcast.net. MA. 170213

1963 Falcon Futura convertible parts—selling as a lot Front fenders, hood, trunk lid, bumpers, 170 engine, two-speed transmissions, starters, generators, miscellaneous chrome pieces, padded dash, radio, electrical, gauges, cables, etc. Make offer. Oliver Jergensen, 360-631-8213. WA. 170103



1963 Ford Falcon Futura complete 170 six cylinder engine with two speed automatic transmission. Mint condition with 63,000 original miles. \$500 OBO. Pick up only. Call or email Richard at 301-873-4777 or wrpb@inbox.com. MD. 161001

Don Branson's 35 year collection of good used parts for 1960-69. Hoods, \$75; doors, \$75; grilles, \$150-\$800. Headlight buckets, transmissions, motors, radios, carburetors, interior and exterior chrome; seats, consoles, wheels, aluminum wheels; hubcaps, etc. Will sell the entire lot of parts or a piece at a time. Parts from over 50 cars. JL Branson, 4097 Hwy T, Marthasville, MO 63357, 636-228-4501 or jlwrbranson@mail.win.org. MO. 161070

## PARTS WANTED

Window seals for the stationary rear windows in the rear doors of a 1965 Ford Falcon Station Wagon. Please call Glenn Hoff at 215-721-2762 or email hoff.sandy@yahoo.com. PA. 170207

1960-65 Falcon two door station wagon outside, stainless steel, window trim. I am particularly interested in the trim for the back seat windows, but will consider all, partial sets; individual pieces are OK. Call or email Lenny Kellogg at Kellogg's Garage: lenkellogg@lpbroadband.net or 970-593-1964. CO. 170209

Self-regulating electric clock (C2DZ-15A000-A) in good condition for my 1963 Falcon Sprint. Need clock, bracket and all the wiring. Call or email John at 408-628-7397 or jlissandrello@msn.com. CA. 170202

Windshield and flat door and quarter glass without scratches or dents for 1963-65 Falcon or Comet convertible. Also driver side stainless quarter panel trim rail for 1965 Falcon hardtop/convertible. Email Ed at muddahfadduh@gmail.com. PA. 170104

WANTED: 289 Hi Po San Jose built four speed radiator, Top tank is stamped C4ZE W-MO G2 2-65. 3939-S fuel pump. I am looking for February 1965 date code. My car was built March 24, 1965 at the San Jose, California plant. Carburetors for FE engines: part numbers on air horn C8AF-AD, C8OF-AB & C8OF-AA; also D0OF-S for 385 series engine. FE distributors: part numbers on housing C8OF-D, C8OF-F, C8OF-H, C8AF-AD, C7OF-F, C7OF-G, C7OZ-D, C2SF-B; also a distributor with C9ZF-12127-D for 385 series engine. The parts must be in excellent condition either used or NOS. Keith Litteken, 11394 Revere Ln., St. Louis, MO 63128-1416. 314-480-2556 or kslitteken@aol.com. MO. 170102

Good usable dipstick tube for 260 CID engine with generator, used is OK as long as it has no cracks or dents. I'm also buying 1964 embossed license plates. Skip Goddard, 425 Valeri Ann Rd., Paulden, AZ 8334-2605. 170107

Self-regulating electric clock (C2DZ-15A000-A) in good condition for my 1963 Falcon Sprint. Need clock, bracket and all the wiring. Call or email John at 408-628-7397 or jlissandrello@msn.com. CA. 161205

Bed top trim for "round body" 1960-63 Ranchero. I have the two corner rear pieces, but need the three long pieces—right and left side and back. Prefer bright metal, but will accept painted. No dents, deep scratches or deep rust. Bob Gardner, 832-528-1006, cyfairrunner@yahoo.com. TX. 161221

I am looking for 1965 Falcon Ranchero chrome pieces for both sides. I'm looking for the pieces that run along the bed where it runs up the back of the cab. Dave, dlcoffelt@cableone.net. ID. 170114

## MISCELLANEOUS FOR SALE

**Shop Manuals by Ford:** 1960-63, \$34.95; 1964-68, \$49.95 each; 1969-70 \$59.95 each. 1963 Owners Manual, \$14.95 Part Interchange Manual, 1960-65 or 1963-70, \$39.95 each. Falcon 140 page Road Test book 1960-70, \$19.95. Hardcover Falcon history book, \$39.95. Alex Voss, 4850 37th Ave. So., Seattle, WA 98118, 206-721-3077 or Alex@books4cars.com. WA. 170101

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Use password imFCAiwi! to access tech articles.



## All in the Family – A Rerun

—Continued from page 17



**1965 Sprint** The 1965 Sprint was purchased by our dad for around \$500 and was originally a pale blue color. It actually looked more like a badly faded Ford tropical turquoise, and was in need of a lot of work. It was the hot rod of the family and a 15 year project to put it together. The car was nicknamed "Dad's Toy 2." Earlier as a Father's Day gift, Cory had painted "Dad's Toy" on his Galaxie Starliner's trunk lid. When the 1965 Sprint was repainted Dad decided to have "Dad's Toy 2" also painted on the rear of the car.

About 12 years ago Cory started searching earnestly for the old cars we had sold. In the summer of 2014, in the midst of a move to central Washington, he came across a 1965 Sprint on the Seattle Craigslist residing in Reno, Nevada. It was black and had honeycomb Enkei gold wheels. Its Thunderbolt hood

and the bumpers and grille were blacked out. Cory told his wife it was Dad's Falcon and she insisted it surely could not be possible.

Cory asked the seller for one photo of the trunk. The next morning he was shaking as looked at a picture of "Dad's Toy 2" on that trunk lid. He contacted the seller, stayed in touch with him, and in early November of 2014, Cory flew to Reno and visit the seller and have the incredible experience of seeing the car after all of those years. The weekend before Thanksgiving Dad, another brother and Cory made a three day trip to pick up the Sprint and bring it home. Dad was speechless the first time he saw and heard that engine fire up—a sound he hadn't heard in 16 years.

The car is still running with a second engine that Dad built for it—a 347 stroker. The last owner changed out the cam and added a Milodon oil pan, but that was about all that had been done to the engine. Drivetrain items that we hadn't completed were done, which included a top loader four speed, Auburn locker with 4.11 gears traction bars and sub-frame connectors. Other than the addition of the teardrop hood and





blacked out treatment, the paint job is the same one Dad had sprayed on it 18 years ago. Eventually it will need a repaint. The interior trim was done in gold by the previous owner. The car even made an appearance at the 2006 FCA Nationals.

## 1965 Futura - The Rerun

Fast forward to my hometown June 2016 when Dad encountered the wife of Lou Grimes' (FCA #7694), who owned the 1965 Futura. He was residing in assisted living but still had the car and had considered selling it. Dad said he knew the perfect person for the car and within 10 days or so a deal was struck for the car. I paid for it on July 2 with a huge smile on my face.

The Futura had been sitting for a few years and had a couple of flat tires and a nine year old battery. A new battery was installed, the car fired up on the second try and we heard that deep throated rumble. The smile

may have been even larger on my Dad's face as he slid in the drivers seat to drive it to his house 10 miles away. After all, how often is it that you can purchase your first car back after 28 years. Or, for that matter, buy back two of the three cars we owned in the past and have them in the family again.

The Futura has had a complete restoration and is gorgeous to look at. It's now turquoise with a white vinyl top. The interior was also completely redone in turquoise. The engine is now topped with an Edelbrock four barrel carburetor which gives it a little more kick than it had 28 years ago.

Cory and I plan on entering a few car shows together and enjoying having these two birds back in our family as the search continues for the 1964 Sprint that we suspect is in the Seattle, Washington area.

—Scott Zimmerman (FCA #15832)  
Ellensburg, Washington

## The Zimmerman Falcons



# CHAPTERS BY REGION

## Pacific Region

Regional Director Monte Brachmann  
923 SE 73rd Ave., Vancouver, WA 98664  
360-326-3035

CENTRAL CALIFORNIA FALCONS CHAPTER  
BAKERSFIELD, CALIFORNIA  
Marcia Simpson  
5304 Southshore Drive  
Bakersfield, CA 93312  
661-619-0677 / 661-587-8539  
Meet first Tuesday of the month. Call for location.

COLUMBIA RIVER CHAPTER  
Allen Shade  
157 Aiki Road, Woodland, WA 98674  
360-225-7403  
Meet first Thursday monthly, 7:30 PM, Mar-Nov,  
Benny's Rod & Custom Pizza Café,  
4219 NE St. Johns Rd., Vancouver, WA

GOLDEN GATE CHAPTER  
BAY AREA, CALIFORNIA  
John Lissandrello  
18429 Ruby Lane, Morgan Hill, CA 95037  
408-628-7397  
sectreas@goldengatefalcons.com  
Meet second Saturday odd months

MONTEREY BAY CHAPTER  
MONTEREY BAY, CALIFORNIA  
Taj Dufour  
120 Via Vinca, Santa Cruz, CA 98060  
831-438-8268  
See montereybayfalconclub.com for  
meeting info.

RAINIER FALCONS CHAPTER  
SEATTLE, WASHINGTON  
Roger Moore  
16 143rd Street, SE, Lynnwood, WA  
206-290-3093  
Meet bi-monthly Jan-Nov. 7.00 PM.  
University Burgermaster, 3040  
NE 45th St., rainierfalcons.com

RIVER CITY FALCONS CHAPTER  
SACRAMENTO, CALIFORNIA  
Steve Hobart  
9845 Sleepy Hollow Court  
Stockton, CA 95209  
209-957-0974  
Meet second Saturday monthly, 12:00 PM  
Round Table Pizza, 1566 Howe Ave., Sacramento

SONOMA COUNTY FALCONS  
FOR FUN CHAPTER  
SANTA ROSA, CALIFORNIA  
Al Aiello  
5915 Chandler Ct.  
Santa Rosa, CA 95409  
707-539-2860

Meet first Thursday monthly  
SOUTHERN CALIFORNIA CHAPTER  
Patrick Hall  
6331 Marsha Avenue  
Simi Valley, CA 93063  
805-583-4403  
Meetings TBA

**North Central Region**  
Regional Director Jack Ellis  
17860 168th St., Basehor, KS 66007  
816-806-1806

GATEWAY CHAPTER  
ST. LOUIS, MISSOURI  
Rich Albert  
1805 Main Drive, High Ridge, MO 63049  
636-677-4670  
Meet fourth Sunday monthly

LAKE MICHIGAN CHAPTER  
Tom Washburn  
16675 Orchard Valley Dr.  
Gurnee, IL 60031  
847-244-4821  
Meeting TBA

RAPTOR CHAPTER  
Charles T. Mans  
P. O. Box One, Princeton, IL 61356  
815-200-6948  
Meeting TBA

MID AMERICA CHAPTER, KANSAS CITY  
Jim Boyer  
jlbmac357@gmail.com  
816-806-5102  
Meet first Friday monthly, 816-288-7649

WHEAT STATE CHAPTER, WICHITA, KANSAS  
Christopher Slifko  
15123 E. 60th, Derby, KS 67037  
316-640-0495  
Meet second Saturday, even months

METRO DETROIT FALCON CLUB CHAPTER  
Gordon Leslie  
12300 Churchill Ave., Southgate, MI 49195  
734-225-1067  
Meet first Sunday bi-monthly, Southgate Holiday  
Inn, 17201 Northline Road, Southgate, MI 48195

NORTHLAND CHAPTER  
No leadership at this time.

GREATER OZARKS CHAPTER  
SPRINGFIELD, MISSOURI  
Jerry Kendall  
953 Burk Road, Highlands, MO 65669  
417-761-2677  
Meet second Sunday even months, 2 PM, Panera  
Bread, N. Kansas Expressway, Springfield, MO

## South Western Region

Regional Director Frank Bell  
720 San Antonio Tr., Mansfield, TX  
817-480-2365

ALAMO CHAPTER, SAN ANTONIO, TEXAS  
Samuel Dickinson  
4005 Nockenut Road, Seguin TX 78155  
210-626-2050  
Meet second Sunday monthly  
Pig Stand, 1508 Bdwy., San Antonio, TX

CAPITAL CITY CHAPTER, AUSTIN, TEXAS  
Gary Brubaker  
9200 Bradner Drive, Austin, TX 78748  
512-289-5153  
Meet third Saturday monthly; time and location  
vary. Contact gbrubaker@hotmail.com or call  
for details.

HEART OF TEXAS CHAPTER  
DALLAS/FORT WORTH  
Wally Tirado  
7801 Alma Dr., Ste. 105-104  
Plano, TX 75025  
Meet third Saturday. Time and place set at  
previous meeting.

LONESTAR CHAPTER, TEXAS  
Mickey Rosewell  
112 Denman, Mt. Pleasant, TX 75455  
903-572-9593  
Meet third Sunday monthly. Call for information.

NORTHEAST TEXAS CHAPTER  
David Gunnells  
1786 Turkey Road, Gladewater, TX 75647  
903-759-6850  
For Club information, contact David

SOONER STATE CHAPTER  
OKAHOMA CITY, OK  
Doug Browning  
660 S. Henney Rd., Choctaw, OK 73020  
405-820-4808  
Meet third Saturday monthly. Call for information.

SPACE CITY CHAPTER, HOUSTON, TEXAS  
Danny Naramore  
247 Blackwater Lane, Houston, TX 77015  
713-703-5110  
Meet second Saturday monthly. Prince's Drive-in,  
6:00 PM, 11460 Fuqua at I-45 (Gulf Freeway).

THIRD COAST CHAPTER  
HOUSTON, TEXAS  
Todd Gaudin  
19611 E. Paloma Lago Ct.  
Cypress, TX 77433  
281-467-4607  
Meet third Saturday of even months; Valley Ranch  
BBQ, 22548 SH 249 at Spring Cypress, 5:30 PM.  
Check website or call to verify.

## Mountain Region

Regional Director Ron Brown  
4147 SCR 31, Ft. Lupton, CO  
303-857-9360

### ARIZONA CHAPTER, PHOENIX

Greg Lyons  
8845 Silver Spur  
Flagstaff, AZ 85014  
928-527-1056

Meet second Saturday except June, July, August;  
Berge Ford, 460 E. Auto Center Dr., Mesa, AZ

### MILE-HI CHAPTER

Jim diZerega  
1221 Rue Court,  
Ft. Collins, CO 80526  
970-266-0888  
Meet third Friday monthly, 303-857-9360

### WILD WEST FALCONS CHAPTER

Ted Boothroyd  
2247 Perona Ct.,  
Grand Junction, CO 81503  
970-314-2498  
Meet quarterly. Call for details.

## South Central Region

Regional Director Mike Sigler  
14475 S Big Hill Rd., Gulfport, MS  
228-596-9160

FOUNDERS CHAPTER, CABOT, ARKANSAS  
Sandy Meir  
131 Ballard Road, Cabot, AR 72023  
501-628-2898  
Meet second Saturday monthly; 501-605-1370

### SOUTHERN COAST FALCONS CHAPTER

PENSACOLA, FLORIDA  
Lou Kosa  
1 Pinetree Dr., Gulfbreeze, FL 32610  
850-293-1131  
Meetings TBA

### GULF STATES CHAPTER

GULFPORT, MISSISSIPPI  
Mike Sigler  
14475 S. Big Hill Road, Gulfport, MS 39503  
228-596-9160  
Meeting info posted on Facebook page.

### MUSIC CITY CHAPTER, TENNESSEE

Bruce Stewart  
175 Horntown Road, Gallatin, TN 37066  
615-452-0321  
Meet monthly. Call for dates and location.

### BLUEGRASS CHAPTER

LOUISVILLE, KENTUCKY  
No leadership at this time.

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Ben Norris, 1000 1st St.,  
Bonanza, AR 72916 • 479-639-6735  
Meetings TBA

BON TEMPS CHAPTER, LOUISIANA  
Cary Loupe  
18661 Magnolia Estates  
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## North Eastern Region

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3955 Tolbert Rd., Trenton, OH 45067  
513-312-8799

ERIE CANAL CHAPTER  
AURORA, NEW YORK  
Mike Barren  
1310 E. Blood Rd., Cowlesville, NY 14037  
Meetings TBA

HOOSIER CHAPTER  
GREENWOOD, INDIANA  
Dan & Jan Brancolini  
2112 Wood Stream Dr., Avon, IN 46123  
317-374-3580

Meet first Sunday monthly; Edwards Drive-In,  
2126 S. Sherman Dr., Indianapolis, 317-418-8301

KEYSTONE CHAPTER  
CARLISLE, PENNSYLVANIA  
Jeff Wied, 2593 Hill Rd.  
Green Lane, PA 18054 • 215-234-8833  
Meetings TBA

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Rick Bowes, 245 S. Main St.  
Coventry, RI 02816 • 401-823-1059  
Meet third Saturday monthly; check website for  
location and time.

OHIO VALLEY CHAPTER  
TRENTON, OHIO  
John Howard  
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Trenton, OH 45067 • 513-312-8799  
Meetings TBA

ONTARIO CHAPTER, ONTARIO, CANADA  
Al Ingli  
44 Farnsworth Dr.  
Toronto, Ontario, Canada M9N 227  
1-416-580-8234  
Meetings TBA

THE WESTERN PENNSYLVANIA CHAPTER  
PITTSBURGH, PENNSYLVANIA  
Bob Smith  
421 Shelbourne Dr.  
Pittsburgh, PA 15239 • 905-335-2834  
Meetings TBA

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Regional Director Dave Wagner  
7111 Wolftever Landing Dr., Harrison, TN  
423-243-3525

BLUE RIDGE CHAPTER, SOUTH CAROLINA  
Ron Styles  
2100 Tigerville Rd., Traelers Rest, SC 29690  
864-834-3693  
Meet third Sunday monthly; Greer, SC; 864-879-  
1060

CAROLINAS CHAPTER, NORTH CAROLINA  
Tony Honeycutt  
6477 Mount Pleasant Rd. S., Concord,  
NC 28025  
704-792-2122  
Meet monthly. Call for dates and locations.  
Call 704-792-2122 or 980-621-1787.

MASON DIXON CHAPTER  
CAMDEN, DELAWARE  
Patrick Varricchio  
4 Kilkea Ct., Nottingham, MD 21236  
410-256-2834  
Meetings TBA

SOUTHEAST CHAPTER, GEORGIA  
Ricky Kerbow  
166 Crowell Road SE, Conyers, GA 30094  
770-560-3964  
Meet first Sunday bi-monthly; call for details.

SUNCOAST CHAPTER, FLORIDA  
Bill Shira, 433 Sandestin Dr.,  
Winter Haven, FL 33884-1318  
863-206-1990  
Meet monthly. Call for details.

STAR CITY CHAPTER, VIRGINIA  
Lynn Wilkerson  
237 Foxfire, Cloverdale, VA 24077  
540-793-4442  
Meetings TBA

TENNESSEE VALLEY FALCONS CHAPTER  
Wayne Rollins  
5542 Evergreen Farms Lane  
Greenback, TN 37742  
865-856-3030  
wrjr57@comcast.net  
Meet monthly April-November; call for details

VIRGINIA FALCONS CHAPTER  
MIDLOTHIAN, VIRGINIA  
Terry Critser  
1212 Outspring Road  
Chesapeake, VA 23322 • 757-646-3222  
Meet second Sunday of March, June, September,  
December. See website for locations.

# What's Changed Since 1963?

*This article was published in the "Buyer's Digest of New Car Facts for 1963" which made me curious as to what has been updated or*

If you were to drive for the first time in a strange country where red traffic lights meant "GO" and green signified "STOP," naturally you'd be confused. Yet you face comparable situations on our own roads and highways almost every time you drive across a state line... or from one town to the next in the same state...

**Have you ever seen yellow or white STOP signs (with black letters) when you're used to red STOP signs (with white letters)? Or vice versa?**

**Have you ever been confronted with a sudden, drastic change in the posted speed limit?**

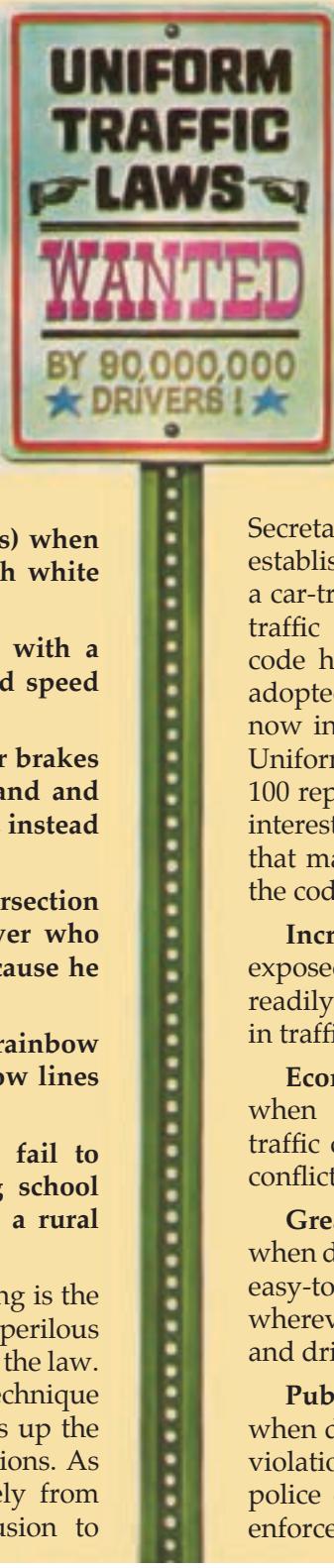
**Have you ever had to jam on your brakes as the driver ahead extended his hand and arm horizontally—and then stopped, instead of turning left?**

**Have you ever entered an intersection only to narrowly miss another driver who thought he had the right of way because he was on the right?**

**Have you ever been confused by a rainbow of broken and solid white and yellow lines permitting or forbidding passing?**

**Have you ever seen a motorist fail to stop when approaching a standing school bus from the opposite direction on a rural highway?**

What makes matters so exasperating is the fact that the motorists who cause these perilous situations are not knowingly breaking the law. Where they come from, their driving technique may be perfectly legal. All this points up the need for more uniform traffic regulations. As matters stand, they often vary widely from state to state—with resultant confusion to



*changed since its publication. The information I found which includes some before and after history is on page 27. — Editor*

motorists, many cases, cities and states have adopted uniform traffic regulations formulated on a national level, but for practical reasons are unable to put them into effect promptly.

What are these uniform regulations? How have they been established? How close are they to being adopted? These are questions of vital concern to America's 90,000,000 drivers.

Back in 1924, Herbert Hoover, then Secretary of Commerce, called a conference to establish a uniform vehicle code. We had become a car-traveling people. The desirability of uniform traffic laws was apparent. The resultant traffic code has been revised a dozen times but never adopted universally. The task of improving it is now in the hands of the National Committee on Uniform Traffic Laws and Ordinances—more than 100 representatives of private and public agencies interested in traffic safety. Here are the benefits that may be expected from universal adoption of the code:

**Increased Safety**—Motorists and pedestrians exposed to the same signs and rules can more readily develop automobile habits of safe behavior in traffic.

**Economic Benefits**—Business is helped when auto transportation flows smoothly—and traffic delays and congestion are often caused by conflicting rules or outdated controls.

**Greater Driving Pleasure**—This will be possible when drivers encounter the same driving rules and easy-to-understand signs, signals, and markings wherever they go. Confusion is thereby eliminated and driver fatigue reduced.

**Public Good Will**—This will be enhanced when drivers do not get involved in unintentional violations caused by confusing laws, and when police departments and traffic courts are able to enforce laws uniformly.

Nearly two thirds of the states have now adopted substantially all of the uniform traffic code's major provisions, according to the American Association of Motor Vehicle Administrators. But "adoption" does not necessarily mean immediate application in full—and some states that have not yet adopted the code contend that their local conditions require special traffic legislation.

Another reason why 100% uniformity cannot be achieved is that even the latest recommended standard need to be revised from time to time in the light of last-minute evidence. Consider, for example, the relatively new "Yield Right of Way" signs. The official manual on uniform traffic control devices specifies that the YIELD sign be a yellow triangle with one point downward, bearing black letters. But many signs are to be found with a white legend on a blue background and some with a red background. Some say "Yield Right of Way" instead of "Yield." The signs tend to vary slightly in shape, too. In any case you should approach such a sign with caution. A stop is required only when it is necessary to yield to traffic.

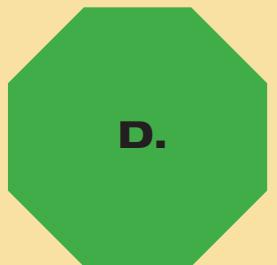
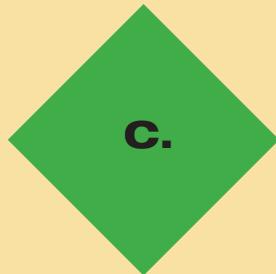
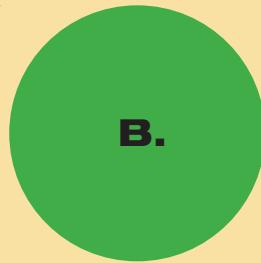
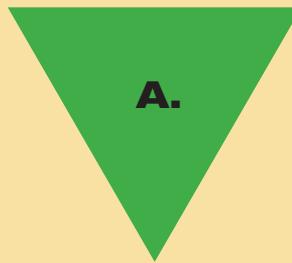
Ideally, you should be able to instantly recognize the message of any sign by its shape, color and legend if these conform to standard specifications.

And proper positioning of a sign is also essential to the objective. Signs are worthless if they can't be seen readily "around the clock" since the automobile accident rate at night is considerably higher than it is in the daytime.

Still another facet of the uniform traffic code crusade is the campaign to standardize driver licensing. Early licensing laws were designed primarily to identify drivers and to provide revenue for the state. Not until 1959 did all states require some kind of license examination. Despite suggested standards developed by the American Association of Motor Vehicle Administrators, licensing practices vary widely. Such differences complicate the task of officials who are trying to do a good job in their own states as well as maintain good reciprocal relations with other states.

Traffic experts point out that the need for uniform laws is now more important than ever. More people are driving more miles each year; driving time between distant points is being greatly reduced, thanks to better roads; more and better cars are being produced to meet a growing demand. By simplifying, clarifying and standardizing the rules that govern all this traffic, we can help to make driving easier—no matter where you live.

## Scrambled Signs



When a uniform vehicle code is universally accepted it will be possible to "read" road signs simply by their shape. Here are four of the most common signs in the shapes the code recommends. Can you match them with the message they'd normally carry?

Answers: A—Yield Right of Way B—Railroad Crossing C—Caution (used to warn of various road conditions, such as Signal Ahead, Low Clearance) D—Stop

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# History of Uniform Traffic Control

The Manual on Uniform Traffic Control Devices (MUTCD) is a document issued by the Federal Highway Administration (FHWA) of the U. S. Department of Transportation (USDOT) to specify the standards by which traffic signs, road surface markings, and signals are designed, installed, and used. These specifications include the shapes, colors, and fonts used in road markings and signs. In the U. S., all traffic control devices must legally conform to these standards. The manual is used by state and local agencies as well as private construction firms to ensure that the traffic control devices they use conform to the national standard. While some state agencies have developed their own sets of standards, these must substantially conform to the federal MUTCD.

The National Committee on Uniform Traffic Control Devices (NCUTCD) advises the FHWA on additions, revisions, and changes to the MUTCD.

At the start of the 20th Century—the early days of the rural highway—each road was promoted and maintained by automobile clubs of private individuals, who generated revenue through club membership and increased business along cross-country routes. However, each highway had its own set of signage, usually designed to promote the highway rather than to assist in the direction and safety of travelers. Conflicts between these automobile clubs frequently led to multiple sets of signs being erected on the same highway.

Government action to begin resolving the wide variety of signage that had cropped up did not occur until the early 1920s, when groups from Indiana, Minnesota, and Wisconsin began surveying the existing road signs in order to develop a standard. They reported their findings to the Mississippi Valley Association of Highway Departments, which adopted the report's suggestions for the shapes to be used for road signs. These suggestions included the familiar circular railroad crossing sign and octagonal stop sign.

In 1927, the American Association of State Highway Officials, or AASHO, published the Manual and Specifications for the Manufacture, Display, and Erection of U.S. Standard Road Markers and Signs to set standards for traffic control devices used on rural roads. This was followed by the Manual on Street Traffic Signs, Signals, and Markings, which set similar standards for urban settings. While these manuals set similar standards for each environment, the use of two manuals was decided to be unwieldy, and so the AASHO began work in 1932 with the National Conference on Street and Highway Safety, or NCSHS, to develop a uniform standard for all settings. This standard was the MUTCD.

The MUTCD was first released in 1935, and set standards for both road signs and pavement markings. Since that time, eight more editions of the manual have been published with numerous minor updates occurring between, each taking

into consideration changes in usage and size of the nation's system of roads as well as improvements in technology.

In 1966, Congress passed the Highway Safety Act. It required all states to create a highway safety program by December 31, 1968, and to adhere to uniform standards promulgated by the U.S. Department of Transportation as a condition of receiving federal highway-aid funds. The penalty for noncompliance was a 10% reduction in funding. In turn, taking advantage of broad rulemaking powers, the Department simply adopted the entire MUTCD. Thus, what was formerly a quasi-official project became an official one. States are allowed to supplement the MUTCD but must remain in "substantial conformance" with the national MUTCD and adopt changes within two years after they are adopted by FHWA.

The 1971 edition of the MUTCD included several significant standards; it required all center lines on two-way roads to be painted in yellow (instead of white, which was to indicate traffic moving in the same direction), and required that all highway guide signs (not just those on Interstate Highways) contain white text on a green background. Most of the repainting to the 1971 standard was done between 1971 and 1974, with a deadline of 1978 for the changeover of both the markings and signage.

A new edition of the MUTCD was published in 2009.

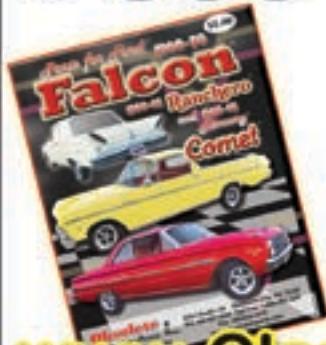
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## California... Here We Come

### Places to Visit: Sutter's Fort

 The discovery of gold nuggets in the Sacramento Valley in early 1848 sparked the Gold Rush, arguably one of the most significant events to shape American history during the first half of the 19th century. As news spread of the discovery, thousands of prospective gold miners traveled by sea or over land to San Francisco and the surrounding area; by the end of 1849, the non-native population of the California territory was some 100,000 compared with the pre-1848 figure of less than 1,000. A total of \$2 billion worth of precious metal was extracted from the area during the Gold Rush, which peaked in 1852.

On January 24, 1848, James Wilson Marshall, a carpenter originally from New Jersey, found flakes of gold in the American River at the base of the Sierra Nevada Mountains near Coloma, California. At the time, Marshall was working to build a water-powered sawmill owned by John Sutter, a German-born Swiss citizen and founder of a colony of Nueva Helvetia (New Switzerland) which would later become the city of Sacramento. Marshall later recalled of his discovery: "It made my heart thump, for I was certain it was gold."

Sutter's Fort Historic State Park is in the heart of Sacramento. The fort is all that remains of Nueva Helvetia and properties overrun by gold seekers. The park is open daily from 10 am - 4 pm. Visit their website at [suttersfort.org](http://suttersfort.org).

Just days after Marshall's discovery at Sutter's Mill, the Treaty of Guadalupe Hidalgo was signed, ending the Mexican-American War and leaving California in the hands of the United States.

### News Spreads

Though Marshall and Sutter tried to keep news of the discovery under wraps, word got out, and by mid-March at least one newspaper was reporting that large quantities of gold were being turned up at Sutter's Mill. Though the initial reaction in San Francisco was disbelief, storekeeper Sam Brannan set off a frenzy when he paraded through town displaying a vial of gold obtained from Sutter's Creek. By mid-June, some three-quarters of the male population of San Francisco had left town for the gold mines, and the number of miners in the area reached 4,000 by August.





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As news spread of the fortunes being made in California, the first migrants to arrive were those from lands accessible by boat, such as Oregon, the Sandwich Islands (now Hawaii), Mexico, Chile, Peru and even China. Only later would the news reach the East Coast, where press reports were initially skeptical. Gold fever kicked off there in earnest, however, after December 1848, when President James K. Polk announced, "The accounts of abundance of gold are of such an extraordinary character as would scarcely command belief were they not corroborated by the authentic reports of officers in the public service."

#### **The '49ers Come to California**

Throughout 1849, people around the United States (mostly men) borrowed money, mortgaged their property or spent their life savings to make the arduous journey to California. They left their families and hometowns; in turn, women left behind took on new responsibilities such as running farms or businesses and caring for their children alone.



#### **Have You Registered?**

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#### **Contact Info**

For questions regarding registration, please contact Shirley Barrowman by email at [2falconers@att.net](mailto:2falconers@att.net).

For conference questions or any other miscellaneous questions, please contact Ray Johnson by email at [57ray@pacbell.net](mailto:57ray@pacbell.net) or phone 707-535-6476. Check out our event website [westcoastfalcons.com](http://westcoastfalcons.com) for information.

Thousands of would-be gold miners, known as '49ers, traveled over land, across the mountains or by sea, sailing to Panama or even around Cape Horn, the southernmost point of South America.

By the end of the year, the non-native population of California was estimated at 100,000. The

overcrowded chaos of the mining camps and towns grew ever more lawless, including rampant banditry, gambling, prostitution and violence. San Francisco, for its part, developed a bustling economy and became the central metropolis of the new frontier.

The Gold Rush undoubtedly sped up California's admission to the Union as the 31st state. In late 1849, California applied to enter the Union.

#### **Lasting Impact of the Gold Rush**

After 1850, the surface gold in California largely disappeared, even as miners continued to arrive. As gold became more and more difficult to reach, the growing industrialization of mining drove more and more miners from independence into wage labor. Hydraulic mining, developed in 1853, brought enormous profits but destroyed much of the region's landscape. Settlement in California continued and by 1860, the state's population was 380,000.

—[www.history.com](http://www.history.com)

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# FALCON FACTS

1

The market shift which spurred the development of the Falcon and its competitors also precipitated the demise of several well-established marques in the late-1950s and early-1960s. Besides the infamous Edsel, the Nash, Hudson, DeSoto, and Packard nameplates all disappeared from the marketplace.

2

Robert McNamara, a Ford executive who became Ford's president briefly before being offered the job of U.S. Defense Secretary, is regarded by many as "the father of the Falcon." McNamara left Ford shortly after the Falcon's introduction, but his faith in the concept was vindicated with record sales; over half a million sold in the first year and over a million sold by the end of the second year.

3

The final model year for the Falcon in North America was 1970. Continuing sales declines and the inability of the car to meet forthcoming safety standards resulted in a short run of 1970 models identical to the 1969 version being built through the end of December, 1969; none of the 1970-model Falcons featured a locking steering column that would be standard on all other 1970 Ford products (except Mavericks built before September 1969).

## HOW TO ADVERTISE IN



### GENERAL CLASSIFIED ADVERTISING INFORMATION

When submitting your ad, include your name, location and FCA number. Please try to limit your ad to 50 words. Ads may be edited.

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The FCA reserves the right to refuse advertising from any person or business.

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PHOTO OF THE MONTH



This beautiful 1962 Ranchero is owned by Don Quaintance (FCA #13277) of Tucson, Arizona. It is our Photo of the Month winner and also happens to be listed for sale in this month's Classified Section.

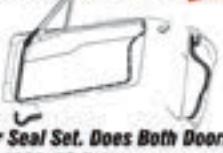
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